

Official and Classified ADVERTISEMENTS

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FOR SALE

25 MAN Beaufort lift 250.00. Kelvin Hughes fibreglass 150 needs new transducer otherwise sound. Haynes, The Manse, Crossways, Newland, Dorset.

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Kilgobbin nets below 100 mesh of 1000 mesh. Brown nets and fish landing gear 2000.

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prawn crawfish and red folding traps. TRAWLS eel, ball and gill nets. "S" point hooks. "Modern Inshore Fishing" the how-to guide with CAVANARAN FISHING BOATS booklet £1.00 and/or free catalogue.

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BTF DOLES OUT 'FISHING DAYS'

FEELINGS among Grimsby's trawler owners and fishermen were still running very high days after the new fishing agreement with Iceland had been signed and sealed by the town's MP and Foreign Secretary, Anthony Crosland, last week.

There was a sense of bewilderment on the docks as vessels, to all intents and purposes, went about their business as usual.

But, behind the scenes, the three distant water operators — BUT, Boston Deep Sea Fisheries and Consolidated Fisheries — were busy trying to decide what they should do with their fleets as an alternative to the massive lay-up forecast as a result of the cod war settlement.

Rumour was rife and there was talk of vessels and crews going over to Newfoundland on charter and working nearby all the other distant and middle water grounds from the Barents Sea to the grounds off Ireland.

Three BUT distant waters — *Ross Revenge*, *Lord Jellicoe* and *Rose Kelvin* — left the port with ICNAT documentation to work the grounds between Newfoundland and western Greenland, while Boston Group's *Boston* was believed to be heading to the east of Greenland and others made for the West Indies.

Inevitably there was talk of vessels being laid up and scrapings, but none of the owners were willing to discuss this issue publicly.

A spokesman for one company told *Fishing News* it might be a few weeks before they were able to ascertain the extent of the new deal on the size of their fleet. He con-

firmed, however, they could not hope to avoid pulling out some vessels despite the permutations of fishing grounds apart from those off Iceland.

At the weekend the picture became a little clearer when the British Trawlers' Federation allocated each company the number of monthly fishing days they were entitled to work the Icelandic grounds under the new agreement.

These were based on the maximum of 24 vessels each day providing 720 fishing days in a 30-day calendar month, and 744 in a 31-day month, to be split between the entire British fleet of distant water owners fishing Iceland. The individual allocation of days was based on past fishing effort and company performances in Icelandic waters.

With vessels used to spending at least 12 days on the fishing grounds during a three-week trip, these figures confirmed what owners had feared. Unless new grounds can be found very quickly to accommodate a good portion of the distant water fleet, there seems every reason to conclude that at least 15 trawlers will have to be laid up at Grimsby.

Some sources even suggested certain vessels could well be on their last trip, in terms of lost jobs, upwards of 300 trawlermen look doomed to join the dole queues.

On Grimsby fish docks the merchants were not quite so pessimistic. Not a single merchant *Fishing News* spoke to said they were even considering laying off staff.

The general consensus of opinion pointed to the present level of supply being maintained by fish landed from foreign vessels.

The main bone of conten-

tion here is how much the housewife is prepared to pay for her fish.

One merchant summed up the position to *Fishing News* by saying: "We operate our business on a daily basis because we are dependent on a fluctuating market. At the moment there is absolutely no cause for panic, but if supplies do become tight and prices rise, then we could suddenly find ourselves too pricey for the consumer."

"That would be the point where we would have to consider our manning positions."

There were longer faces among the shipwrights and ancillary trades which service the trawlers. Redundancies

are expected in most of these companies when the trawler owners begin laying up vessels. Manufacturers of trawling gear are also expected to be hit hard.

Many people were forecasting that Mr. Crosland might also share some of the imminent hardship at the next General Election. Staunch Labour supporters

inside and outside the industry voiced their disapproval at his action in signing away the prosperity of his constituency in Oslo. His 3,982 majority at the last election was looking very precarious indeed last week.

"We don't think Crosland put up nearly enough fight for Grimsby and the Humber," a trawlerman told *Fishing*

News, adding "the lads are sick at the way he handled the job."

"His only hope of regaining the fishermen's vote is by making sure we are adequately compensated for losing our jobs and finding new work for us ashore."

Mr. Crosland is due at Grimsby at the end of the month to defend his actions.



Right: the Icelandic deal gets the thumbs down from 2nd engineer, Tom Eskrett, and cook, Gordon Hemaley, of the distant water trawler *Barnsley*. They are trying to put a brave face on events.



Comrade (FR 122) and *Conquest* well laden at Frazerburgh. With the herring season now underway, they are still on edge.

'Silver darlings' no more

EACH start of a herring season has had Scots skippers' pulses racing with excitement; but the critical

day this year — June 1 — has come and gone. Far from chomping at the bit, some of the dyed-in-the-wool herring men of the Scot-

tish north-east reacted to it without even a dull throb in their veins! Although Fraserburgh saw her first landings of this

season on Thursday last week (the 820 unite of herring were brought in by two Lerwick boats working off Shetland), our own pursers have, on the whole, ignored the "silver darlings" in favour of other species.

Sprint landings, a diversity for the past few weeks, have accounted for the activities of more than half-a-dozen pursers. A total of 28,142 net of sprats was off-loaded at Fraserburgh last week ending 250,042 for ten landings.

Normally the great fishing from Fraserburgh is over by the end of March, but this season has been considerably extended by a number of purse seiners which even up to last week were making big landings.

The Tait family's big purser *Chris Andra* has made landings, along with *Conquest*, *Pathway*, *Courage* and even the Faroes boat *Oeyli Repp*. A catch has also been landed by *Gallio Rose*, one of the two 99ft sloop-ships built by the Dieppe yard of Ateliers de Chantiers de la Manche for Gallio Shipping of London.

The pursers have been catching sprats about 10 miles from Fraserburgh. Apart from just a handful of boats which have stayed around the Clyde to start the herring season, most of the Buchanan boats have been



Lowestoft welcomes EEC grant

AN EEC grant of just under £50,000 towards the £1m modernisation and improvement scheme at Lowestoft fish market has been welcomed by the docks manager, Mr. C. S. Bradley.

He said details of the grant are not yet available and he did not know whether it related to past or future spending. The grant had been applied for some time ago and Lowestoft would now be receiving £49,858.

Dry-dock

"We don't know whether this is a once-and-for-all grant or not," he said. The improvement scheme at Lowestoft includes extensive sea defence works and renewal of the dry-dock season, completed last year. The second stage of the improvement scheme will include a new berth for trawlers on the south side of the Weymouth dock and modernising and fish processing halls on the market itself.

WHALE MEETING IN LONDON

THE 28th annual meeting of the International Whaling Commission will be held on Monday, June 21, at 10.30 a.m. at the Waldorf Hotel, Aldwych, London. It is expected to end on Friday, June 25. The Scientific Committee of the Commission will meet during the two weeks preceding the annual meeting.

The inshore boat *St. Patrick* seen at Lowestoft.

Ordeal in liferaft as inshore boat sinks

TEN-HOURS ADRIFT

THE three-man crew of the 85ft. Lowestoft inshore trawler *St. Patrick* spent ten hours drifting in the ship's liferaft last Saturday when their vessel sank off Southwold minutes after an explosion in the engine room.

They were eventually picked up by the crew of a Dutch yacht bound for Lowestoft after they spotted the wreckage of the trawler. During the ten hours in the liferaft, the three men fired a number of flares to attract the attention of passing ships but got no answer.

The drama began on Saturday morning when the vessel was fishing about ten miles off Southwold. On board were the skipper, James Unsworth, the mate, Raymond Weber, and chief engineer, Alan Slapp.

After being landed, Skipper Unsworth said they had been fishing in company with other Lowestoft boats but then decided to move further out. They hauled in twice during the morning and were busy cleaning the fish when Skipper Unsworth saw smoke coming from the engine room.

Mr. Slapp went to investigate, but before he could get in the engine room there was a "sharp shudder and a

thankful to get picked up," said the skipper.

It was not until the Dutch yacht arrived at Lowestoft and the three fishermen came ashore that the loss of *St. Patrick* became known.

The liferaft from which the three men were rescued was left adrift at sea.

Corleston Coastguards said later that the raft contained a medical kit which includes a supply of morphine and added that an alert had gone out along the east coast and in Holland.

THE only thing that will save Hull is supplies from inshore ports. This was claimed on Monday when no distant water fish trawlers landed at the Humber port.

The only discharge for the port's Monday auctions came from two North Sea seiners, one from Hull and the other from Grimsby, which between them landed 431 ten stone kits.

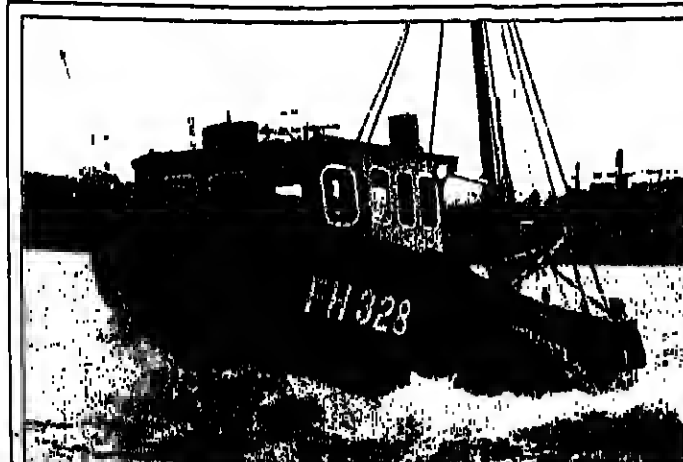
These landings came from *Vikingborg* (Skipper C. M. P. Jensen), which made £58.95 for 255 kits, and the Grimsby-based *White Bank*, which made £4,359.45 for 176 kits of flat fish.

However, this low supply was augmented by overland supplies of about 2,500 boxes of fish from inshore ports.

After the day's auctions Jack Allison, who in September will have completed 52 years in the local fish trade, told *Fishing News*: "I never thought I would live to see the day when Hull would be as poorly supplied for a week's work."

Referring to overland supplies, Mr. Allison said: "We have been encouraging people to send us fish from Scotland and north-east coast ports, and we hope we shall get more and more of this fish. It seems the only thing to save Hull."

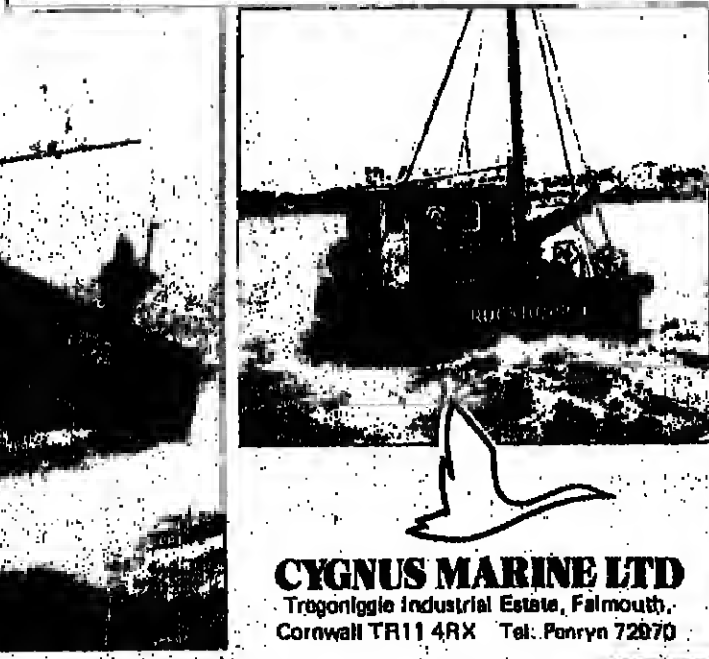
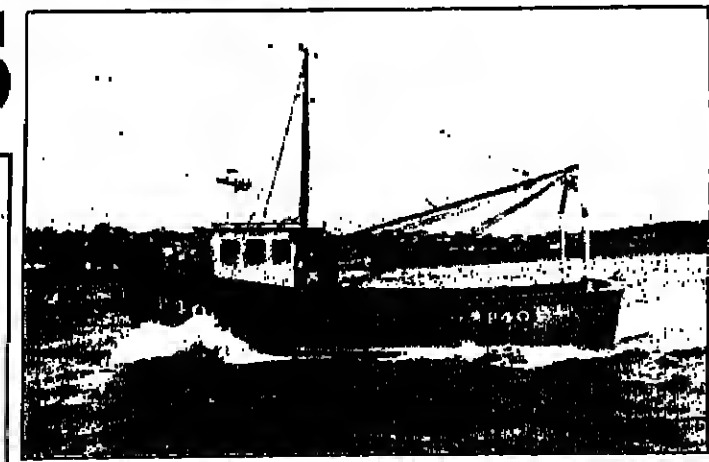
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WORKBOATS

DOUBLE LAUNCH IN CORNWALL

CORNISH GRP boatbuilders Cygnus Marine had a double launch last month and has since launched another boat! All three are GM32s (32ft. long) and they are heading for Sweden, Hartlepool and a Cornish port. One owner even named his boat *Cygnus*. She is the craft for Hartlepool (seen in the picture ready for launching) and is registered HL 107. Owned by J. A. Cook of Hartlepool, she is a stern trawler, long liner and potter equipped with a North Sea 1,200lb. capstan, Ferrograph G600 echo sounder and Seavoice VHF radio. The boat, powered by a Ford Sabre 108 hp diesel, headed for home the day after her White Fish Authority trials and made the trip from Falmouth with just two stops. The boat in the water is the second being delivered to Sweden so far this year. She is again powered by a Ford Sabre 108 hp diesel and is fitted out with three bunks, electric recirculating toilet and comprehensive galley unit. The yard's first GM36 boat is due for completion this month and Cygnus is already half-way through moulding the initial order of nine GM28 craft.

fishing news

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ARMANA MAKES £16,669 MAIDEN

FLEETWOOD'S latest trawler—the 132ft. stern fisher *Armana*—arrived from her maiden voyage at the port last week with 1,054 kits, including more than 170 of cod and 350 of haddock, which sold for £16,669.

Armana had been taken over after completion by Skipper John Burns, formerly of the freezer *Crisilla*, and sailed straight to the Iceland grounds.

This grossing was not exceptional because *Armana* had been forced to switch grounds with a change in protected boxes. This resulted in a large percentage of cod in her catch.

'A beauty'

But Jim Cross, Fleetwood manager for the owners, J. Marr and Son Ltd., said: "The main thing, however, is that apart from minor teething troubles she has proved her fish-catching ability on her maiden voyage."

"Skipper John Burns and the crew were satisfied with the ship. They think she's a beauty."

"The first kit from the vessel was sold for £40 to fish merchant, Ross Whittaker, with the proceeds going to the Royal National Mission to Deep Sea Fishermen. There was the customary gift for the purchaser of the kit."

Coley glut hits Grimsby

A GLUT of coley landings from middle and distant water grounds kept trawler grossings down again last week at Grimsby. Despite the efforts of salters, they could not prevent hundreds of kits going to fish meal.

On markets well supplied with fish (just on 30,000 kits in the four-day spell after the Bank Holiday) the demand for fish was not strong. The pattern of previous weeks, with vessels landing towards the weekend being hardest hit by the surplus of rough fish and falling quayside prices.

Biggest catch of the week



came from BUT's *Ross Kashmir* (Skipper Frank Gray) with 1,470 kits after 22 days to Iceland, but over 900 kits were coley and, with much changing hands near minimum price, she made only £18,989.

Ross Kashmir landed for the Friday market, while sister-ship *Ross Kipling* (Skipper Bill Ferrands), also back from a 22-day Icelandic trip, grossed £24,635 from 1,396 kits on the opening Tuesday and this very

modest tally was never bettered.

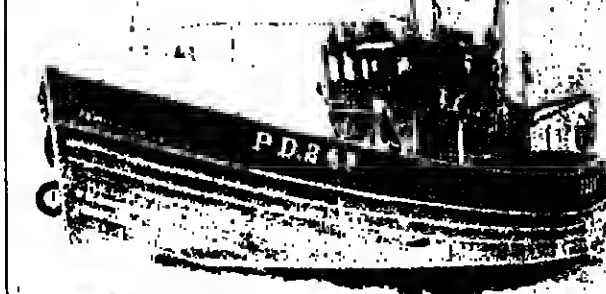
Only the Boston Group's *Boston Kestrel* (Skipper Willy Nutten) and BUT's *Vivario* (Skipper Roy Kurz) joined *Ross Kipling*, from nine Icelandic landings, with grossings over £20,000.

Best middle water grossing came from BUT's *Ross Cougar* (Skipper Jack Major) with £21,901 from 1,131 kits after a 16-day Faroes trip, again on the opening day, although *Ross Juguor* (Skipper Denis Speck), back from a 14-day Western trip, all but beat her with 1,301 kits on Friday which just fell short on £21,897.

Also in the middle water section, for the first time since arriving new last year, *Boston Halifax* (Skipper Ray Harries) made a commendable £19,456 from 1,063 kits, including over 600 of codstuffs, after a Western trip lasting 17 days.

Honours, and very nearly another new record, in the pair trawling section went to the two 74-footers *Mohave* and *Shounee*. They easily outgrossed the others and delighted agents, Tom Sleight (F.S.) Ltd., with combined figures of 1,436 kits from a 13-day Western trip to realise £27,764.

Richardson's *Helen Mona* (Skipper Anders Svendsen) narrowly took the top seiner spot with £5,668 from 258 kits after 15 days.



Seen out on the water last week is the 65ft. wooden boat *P.D.R.* out from the James Noble (Frasburgh Ltd.) yard on the Tuesday in heavy rain. Powered by a Gardner 230 hp diesel engine equipped with a Northern Tool and Gear winch and last power block, she is one of the first boats in Scotland with a system using three Loeble Hydraulics rope storage reels.

UK 'let down' at Japanese farming talks

THE most spectacularly successful of all fishery meetings organised by the Food and Agriculture Organization ended at Kyoto, Japan, on June 2.

The first full FAO Technical Conference on Aquaculture attracted 450 participants. Some 100 delegates from Japan were present and the United States

sent 60 people. From Britain the Highlands and Islands Development Board sent experts, while the Ministry of Overseas Development sent one. Unilever, which has invested in Scottish fish farms, sent two people. However, the British party feels it has been let down by their Government, as representatives were sent from the Ministry of Agriculture, Fisheries and Food, the laboratories around the country, or White Fish Authority.

The British party played part in the conference out of all proportion to its size. Paddy Secretan of Bala Danwas Insurance; Tim Cricknell of Shearwater Equipment; and Ian Macfarlane of Fish Farm Development, all served as chairman or panel member.

Peter Hjul, editor of our sister magazine *Fish Farming International*, was both rapporteur of the crucial workshop session and one of the four members of the drafting committee.

The British group plans to issue a strong statement about our official indifference to fish farming on their return.

'Jewel', 'Sceptre' go for breaking

THE German tug *Torque* was back in Grimsby on June 2 to tow the former BUT steam trawler *Northern Jewel* to a breakers yard off the Thames.

Torque then returned to the Humber port this week to collect the near-sister steamer *Northern Sceptre* for her last trip.

Both vessels were built in 1954 by Cochrane & Sons Ltd. at Selby and were laid up at the beginning of 1975. The 186ft. *Northern Jewel*, which bore the covered port registration GY 1, was originally laid down to an order from the Rinovia Steam

Fishing Co. Ltd. of Grimsby but the 799-ton vessel was sold to Northern Trawlers Ltd. (since absorbed by BUT) while still on the stocks.

Also in the news after her final trip is *Vellier*, the 715-ton steam trawler sold by BUT to a Lincoln scrap metal consortium last year to work on wrecks. She is being broken up in Belgium.

BOSTON Group's seiner *Nyborg* was disabled in the North Sea this week after she had caught 120 kits of fish. The mid-week it was reported that the boat was being towed by a Grimsby vessel.

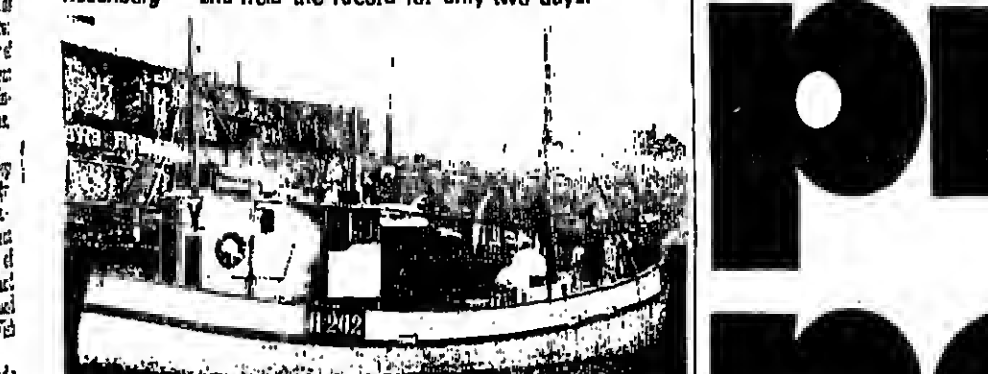
Just two days later, *Nyborg* (Skipper V. Jensen) sailed into port with 419 kits, including 36 of flats, which made £10,170.43p from a 14-day North Sea trip and smashed the record from *Rosenborg*. Both vessels are owned by Boston Deep Sea Fisheries.

This grossing beat *Rosenborg*'s earlier catch by £169.49p, the first Hull seiner to reach a five figure landing.

Although *Rosenborg* caught 52 kits more, *Nyborg* was out three days less and had a complete sell-out of her smaller catch, while *Rosenborg* had 18 kits remaining unsold.

On the same day that *Nyborg* smashed the local made £6,432.89p.

Rosenborg — she held the record for only two days.



Good catches help ride the gloom

THERE were some good middle and near water catches landed at a fine catch. The 109ft. Fleetwood last week to *Royalist* (Skipper Ken Beavers) returned to port tent, for the gloomy predation which came in the wake of the Oslo cod war agreement.

The small stern trawler *Boston Stirling* (Skipper Bill Bridge) brought in 949 kits from the Scottish grounds, including more than 500 kits of cod, 40 of haddock, 200 of coley and 30 of dogs, which sold for more than £15,000.

But it was the smaller craft, which stole the limelight. The former Irish vessel *Susan Bird* — a near water trawler — landed 289 kits, including 100 of cod, for an excellent grossing of £4,808.

On the same day the pocket trawler *Resilience* found more than 50 kits of beke a valuable addition to her total catch of 98 which sold for £3,094. The vessel had been to the North Channel area.

A type of vessel which could play an important part in the port's future again showed her capabilities with catches landed at a fine catch. The 109ft. Fleetwood last week to *Royalist* (Skipper Ken Beavers) returned to port tent, for the gloomy predation which came in the wake of the Oslo cod war agreement.

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TROUT FARM SPLASHES OUT

GRAMPIAN Fish Farm of north-east Scotland has applied for planning permission to open up another farm at Kirriemuir.

Four years ago the firm set up a fish farm at Forfar, Angus. Today it has about 2,500,000 brown and rainbow trout which it supplies to angling clubs, and owners and other fish farms.

Polish-born Stephen Tur, one of the firm's directors, said it is still quite a small enterprise but, because it is so specialised, there is quite a demand for its fish.

Mr. Tur is one of the few people in Britain to hold a fish farming degree. He said after the war the rivers were full of fish and there was no demand for fish farmers, but times have changed and more and more fish are needed, both for sport and for the table.

Fleetwood welcome sprat meal plant

THE FISH meal firm of Isaac Spencer has purchased a second-hand plant from the Isle of Man which should provide an additional source of income for Fleetwood's inshore fishermen.

The plant will enable the firm to deal with more oily fish such as sprats which are to be found in quantity around the port in winter.

Colin Wilson, managing-director of Spencer's, said: "There is an export market for sprats but continuity of supply is needed and, until that is achieved, there is a plant to fall back on."

He discounted any ideas of a sprat boom at the port because of any switch to this form of fishing would be gradual, with the cost of vessels being equipped to take advantage of it.

David Rainford, chairman of the Fleetwood Inshore Fishermen's Association, said: "We welcome this new plant very much. "Anything that helps us during the black months — December to March — must be a good thing. I think it is a big step forward."

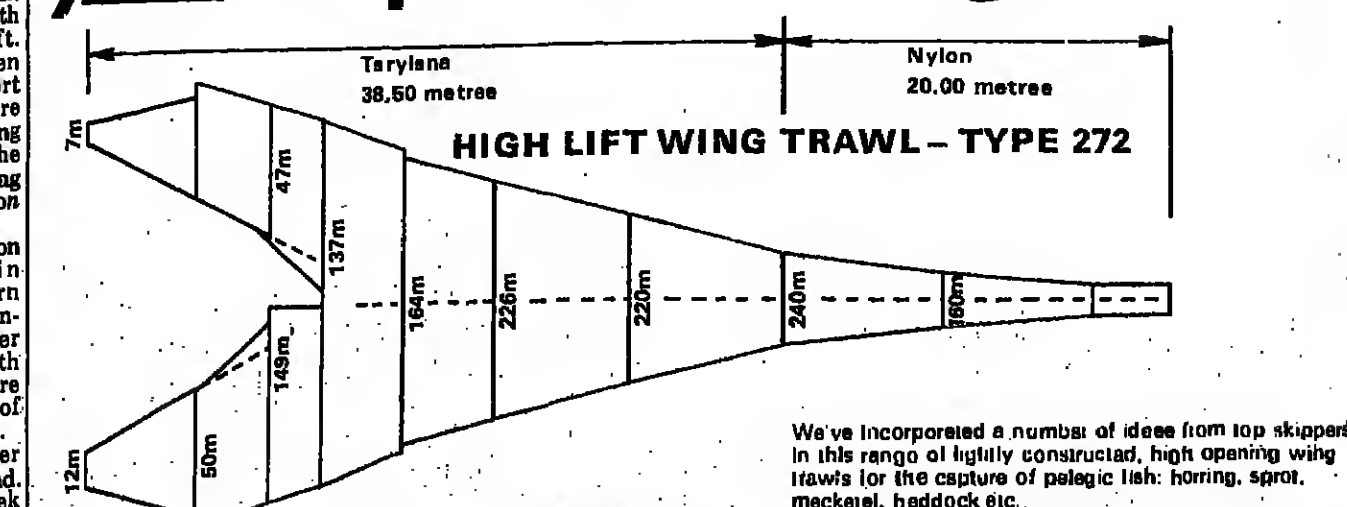
But he was quick to add that it could be two or three years before the inshore fleet is equipped to keep a sprat plant in full operation.

"New equipment would be needed and that could be quite costly when inshoremen don't have a lot of money."

TRAWLERSMEN working on the four Norwegian stern trawlers run by A/S Myrefisk and A/S Oksaafisk earned an average of £8,000 last year. Crewe wages amounted to more than one-third of the ships' total grossings.

more profit per trip

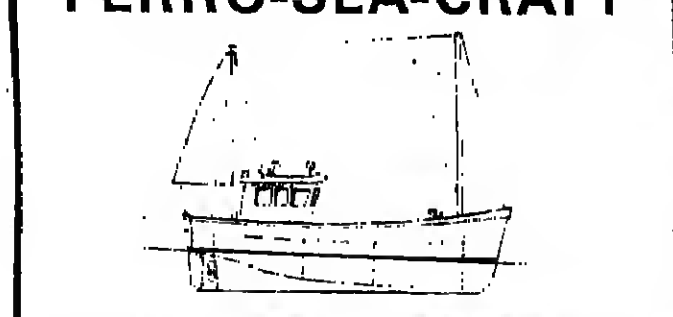
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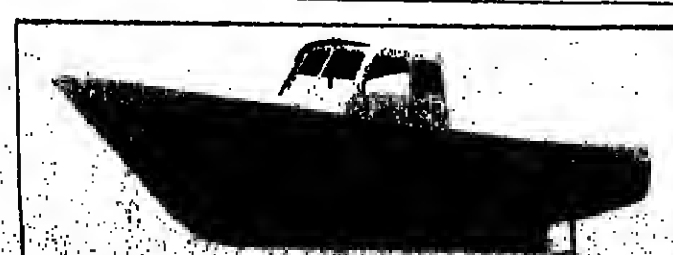
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WRITE-OFFS GET NEW LIFE

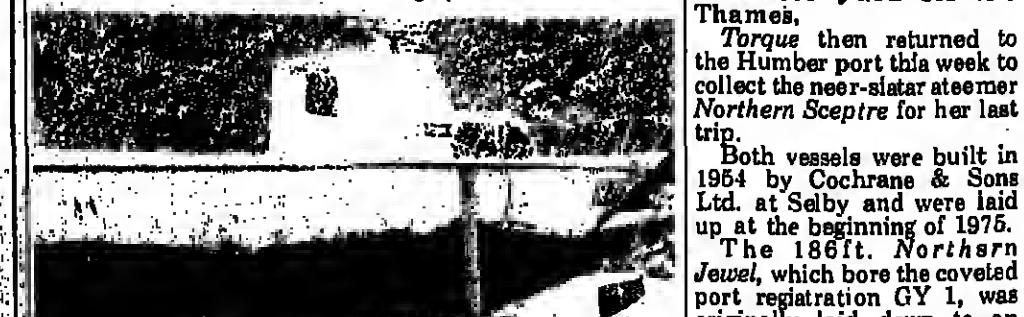
TWO BOATS written off by insurance companies as total constructive losses will sail again. The 102ft. *Jade Star Gypsy* was badly damaged at the bow when she was in a collision. Later she sank in harbour damaging the engine and machinery.

She was bought by a consortium of South Wales men who formed Hubert Jones Trawlers, and after being repaired in the River Neath at Briton Ferry, she is now back at Milford Haven to resume her fishing career.

The second boat is



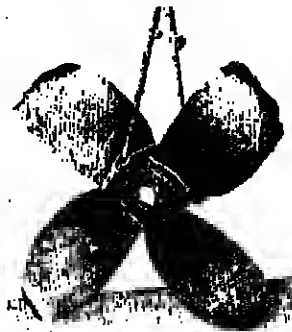
Above: *Jade Star Gypsy* repaired after her collision. Below: *Orion* was wrecked when her moorings parted.



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Poaching costs Rumanian £38,150

A RUMANIAN skipper had his gear, valued at £38,000, confiscated when he was fined £50 with £100 expenses at Cork County Court for illegal fishing off Ireland.

The skipper, Oprea Ion Neculai, of the 275 ft. Rumanian State-owned stern trawler *Negoiu*, was caught fishing illegally inside Irish territorial waters off Blacket Island, on the Kerry coast, on May 25 (*Fishing News*, May 28).

The vessel was arrested by the Irish Naval minesweeper

Foin, under Lt. Commander Eoin McNemora, who said that, when the position of *Negoiu* was fixed, she was 1,200 yards inside the exclusive limits. Her gear was being towed at the time.

Skipper Neculai denied that he was inside the Irish limits and claimed he was never nearer than two miles to the limit.

His evidence was rejected by District Justice K. I. McCourt, who said he had no doubt that the Rumanian vessel was inside Irish waters.

On Thursday last week, the skipper was granted an order in the Irish High Court re-

quiring the District Justice who found him guilty to state why the conviction should not be quashed.

For the defence, a message from the Rumanian Ambassador in London was sent to the Court.

This said that *Negoiu* was owned by the Rumanian Government and the Ambassador wielded it to be stated publicly that any activity which may have taken place was accidental and was not an unfriendly act.

A trawler sailed from Cobh last Friday after being detained for over a week.

RESCUE AWARDS

THE BOARD of Trade shield for the most outstanding rescue operation in Great Britain for 1973 has been presented by the chief inspector of coastguards, Lt. Commander John Douglas to the *Scrabster* auxiliary rescue team.

The presentation was made at a special ceremony in Thurso last Friday to honour the men who helped save the crew of the Aberdeen trawler *Clorkwood*, which went aground off Dounreay on August 22 last year.

Clorkwood, outwards bound from *Scrabster*, grounded on jagged rocks near the Dounreay atomic station.

The *Scrabster* auxiliaries went into action and rescued the skipper and crew.

Freebooters' best ever



Boyd's 11-year-old freezer *Arctic Freebooter* landed her best ever turnout last week.

Salmon policy change needed

A COMPLETE change of policy on the commercial use of Irish salmon fisheries has been suggested.

The proposal was made by the secretary to the Foyle

Fisheries Commission, Mr. G. D. F. Macdonald, at the salmon research seminar held in Westport, Co. Mayo.

He said that netmen should be given a right, rather than a licence, to fish for salmon.

A policy should be adopted by the Government, whereby the energetic and efficient fishermen could acquire a personal asset or investment in fishing, which he could dispose of by right if he wished.

Ireland's huge salmon resources had to be effectively managed and this was not done in a situation where salmon fisheries were merely regarded as a means of providing seasonal incomes for low-income people.

The seminar was an exchange of papers and views on different aspects of salmon fishing and rearing. No policy decisions were taken.

WFA rate changes

CHANGES in White Fish Authority and Herring Industry Inland loan interest rates were made on May 29, 1974.

The new rates of interest are: for fishing vessels under 80ft. and new engines, under five years, 12½ per cent; five to ten years, 12½ per cent; ten to 15 years, 12½ per cent; over 15 years, 13½ per cent.

For processing plants, under five years, 13½ per cent; five to ten years, 14½ per cent; ten to 15 years, 14½ per cent; 15 to 20 years, 14½ per cent.

QUEEN OF THE RIVER

ROMANA Roselli (17) has been named as the 1974 Tweed Salmon Queen and her coronation in July will be the highlight of the Tweedmouth Festival Week in Berwick. Romana, who is head girl at Springhill County School, Tweedmouth, lists swimming, tennis and photography as her hobbies and already holds the Berwick Journal Press Queen title "Miss Print." The Berwick and Border Lions Club, which runs the annual Feast Week, hopes to revive many old sporting events this year and has launched a



Romana Roselli, Tweed Salmon Queen.

national appeal for new robes for the Salmon Queen.

Cod war in 1484?

"If only this country had smooched with a fraction of King Richard III's nobility and determined those days, the Cod War could have been settled to everyone's satisfaction."

This is claimed in a letter to the *Daily Mail* on Monday under the heading: "How we won the Cod War—in 1484." Writer, Alan Smithies of Nunneaton, claims that Richard "wrote to the Icelandic authorities" and warned them that he had given the trawler fleet, assembled at Hull, on armed escort. They would not interfere with Icelandic vessels, but would open fire immediately if they were any interference from them.

The convoy reached the Icelandic grounds safely and the haul was a good one. There was no interference either side, according to Mr. Smithies.

Fishing News is not surprised. Hull trawlers didn't start to fish off Iceland until the 1880s.

June 11, 1974

FISHING NEWS

'Pair' take 1000 tons of blue whiting

TWO Peterhead purse seiners — *Vigilant* and *Lunar Bow* — have spent five weeks pair trawling for blue whiting.

Skipped by brothers William and John Buchan, they fished as deep as 200 fathoms and ranged from St Kilda to the Faroes. The boats landed a total of 1,000 tons at Mallaig and Ullapool.

The catches were sold to E. Croan and Sons of Edinburgh for pet food and the vessels were able to land the catches in good condition.

Vigilant has a refrigerated seawater plant, while *Lunar Bow* has tanks in which fish can be carried in a mixture of seawater and ice.

The skippers' father, Alec John Buchan, told *Fishing News* that the crews had sampled the blue whiting and found them to be rather good.

Both boats have now gone back to the herring fishing in the Morches now that the ban has been lifted from the start of this month.

The third purser in the Buchan family, *Pathway*, has just returned from Norway where she has been fitted with a full shelter deck at the Flekkefjord yard of Sigbjorn Iversen. She landed a catch of sprats in Fraserburgh on June 1.



Vigilant (Skipper William Buchan) is one of two purse seiners which have been trawling for blue whiting. The 100ft. vessel, built last year by the Sigbjorn Iversen yard in Norway, has a Caterpillar 750 hp engine, Kernow winch and Triplex net winch, plus refrigerated seawater tanks.

Roker landings go up

A BIG increase in Milford Haven roker landings compared with previous weeks did not result in any outstanding grossings last week.

Top ship of the week was *Norrad Star*, commanded by Skipper Jim Manson, which landed 160 kits for a grossing of £3,216.

On the same day, the Swansea owned *Georgina Wilson* (Skipper Tom Smith) landed 128 kits which sold for £2,659, and *Pictou Seolion* (Skipper Trevor Selter) ended a broken trip of seven days having 24 kits worth £537.

Between them the vessels landed a total of 160 kits of roker, 15 of haddock, 70 of cod, 25 of whiting, 15 of turbot and brill, 30 of plaice and 10 of sole.

Just behind *Norrad Star* in earnings was *Bryher*, commanded by Skipper A. James. She landed 136 kits for a grossing of £3,208. On the same day *Brendo Wilson*, the command of Skipper Rees Evans, landed 128 kits for £2,625, while the beam trawler *Archer Horsey* had to return to port after only one day with her five kits selling for £170.

The week's total of 100 kits of roker, 50 of cod, 50 of whiting, 10 of turbot and brill, 20 of plaice and 10 of sole.

Markets were by no means outstanding, but this is considered normal at this time of the year.

Ministry

Llangwm is also the centre of a long-established herring fishery and one of the protesters, Glyndwr Lewis, has written to the Fisheries Secretary at the Ministry of Agriculture, Fisheries and Food.

In his letter, Mr. Lewis stated: "I hereby formally lodge, on behalf of the fishermen of Llangwm and district, objection to the application of Mr. Clarence Alfred Deval, of Chelmsford, for an order under the 1967 Act conferring on him the right of several fishery for oysters over specified parts of the River Cleddau."

"The main objection centres around the interference which such an order will cause to the traditional fishing in the river, particularly herring fishing."

"The village of Llangwm has been noted for centuries as a fishing village and, until the turn of the century, there is no doubt that the livelihood of the majority of the inhabitants depended solely on fishing."

"The fishing has continued — and particularly for herring — up to the present day. Moreover, with the present trend towards increasing unemployment, it is quite pos-

There is growing opposition to a plan for reviving oyster fishing in the River Cleddau, up river from Milford Haven, despite the South Wales Sea Fisheries Committee placing on record its support.

A Chelmsford man plans to seed 280 acres of river bed near the village of Llangwm and has asked the appropriate authorities for approval.

He concludes his letter: "To allow such an order would, in effect, mean the extinction of herring fishing by an experimental oyster venture which has no guarantee of success."

Mr. Lewis adds in his letter: "This they contend would be an intolerable position for them to face should they wish to continue their traditional fishing. Furthermore, the dredging operations which would be employed by the applicant for the order would seriously disturb, and most probably destroy, the herring spawning beds which we know lie in the defined area. This assumption is supported by scientific evidence."

FOUR FIRE engines roared onto Grimsby fish docks at dawn last Friday when a fire was spotted on the Grimsby middle water trawler *Tokio* only a few hours before she was due to leave for the Faroe grounds.

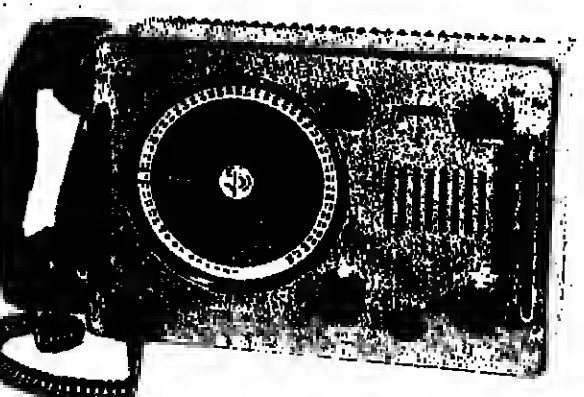
The blaze, confined to the crew accommodation aft, did extensive damage and firemen used breathing apparatus before getting it under control. It is understood *Tokio*, owned by H. L. Taylor Ltd., could be out of fishing for up to a month.

THE fishing has continued — and particularly for herring — up to the present day. Moreover, with the present trend towards increasing unemployment, it is quite pos-

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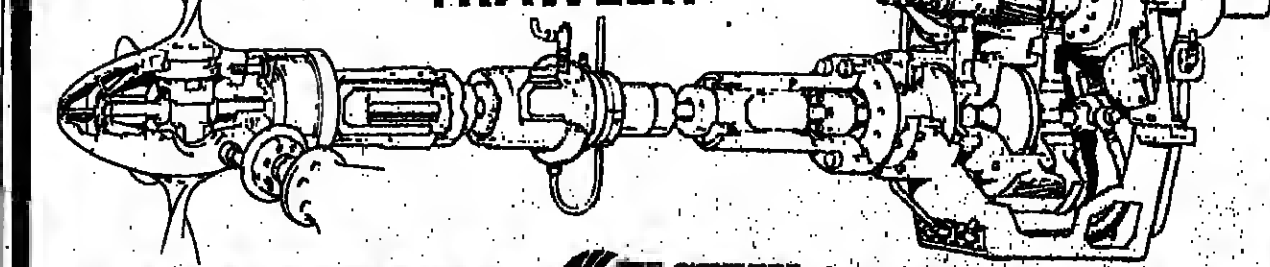
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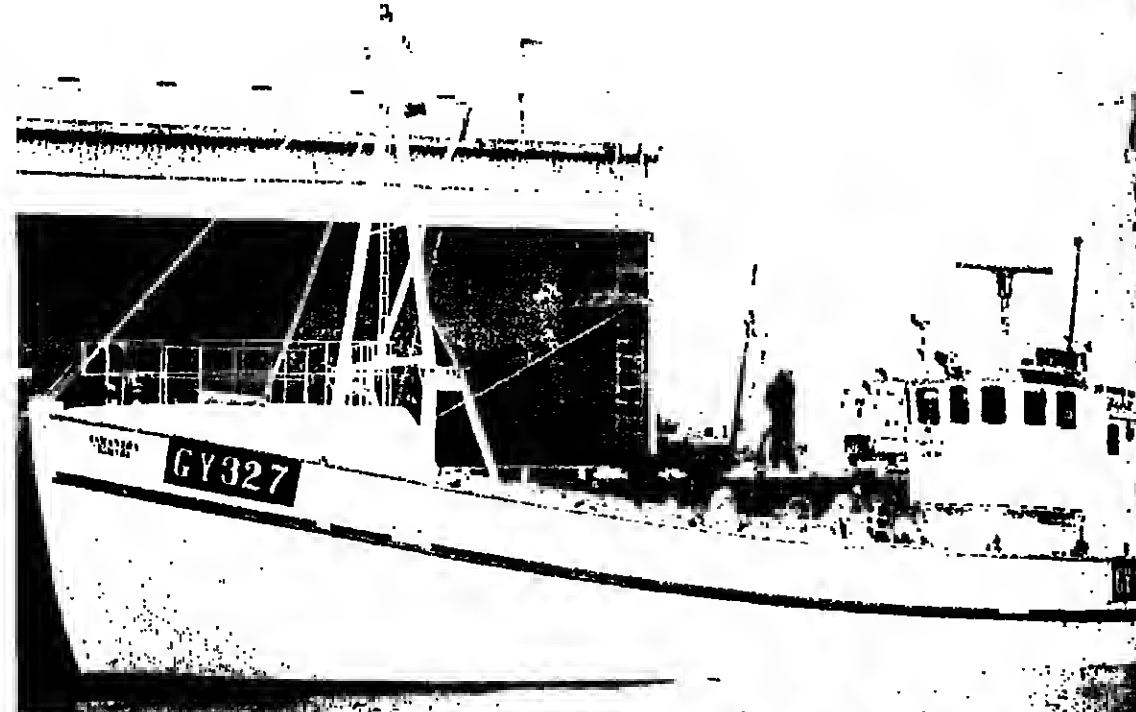
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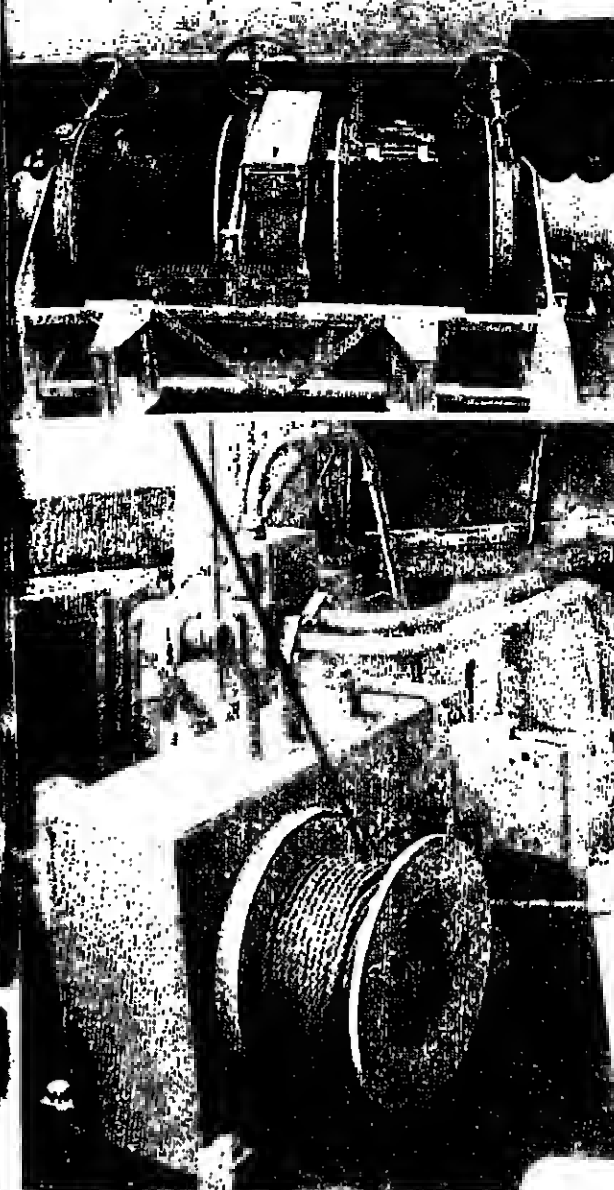
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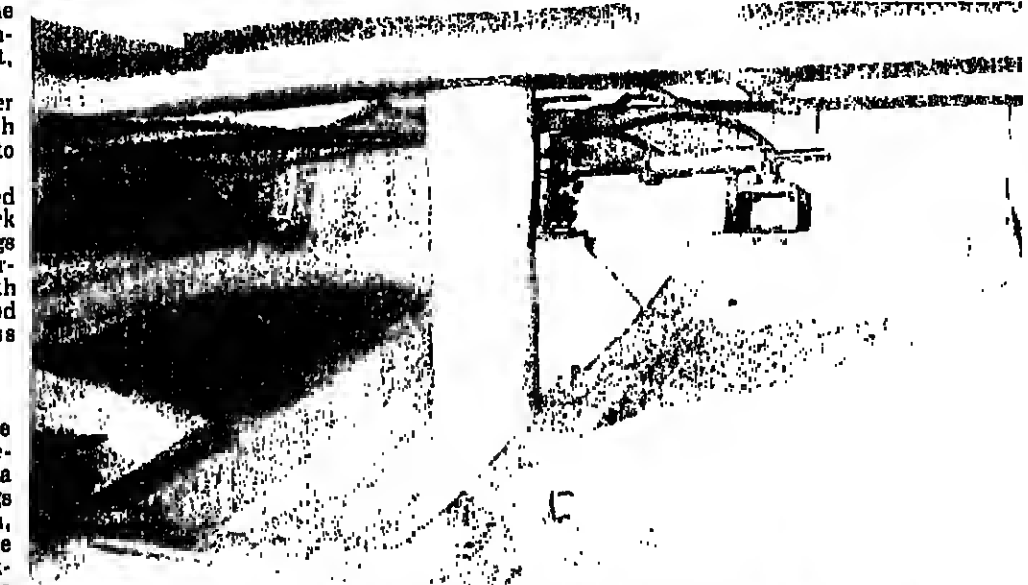
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Turn to page 12



Above: the fish hold of *La Paquesera* is one place where the high quality of Halmatic's hull construction can be seen. The cylindrical trunk gives access to the propeller from the deck.
Below: *La Penurraza*, which freely translated means 'unco-operative women'.



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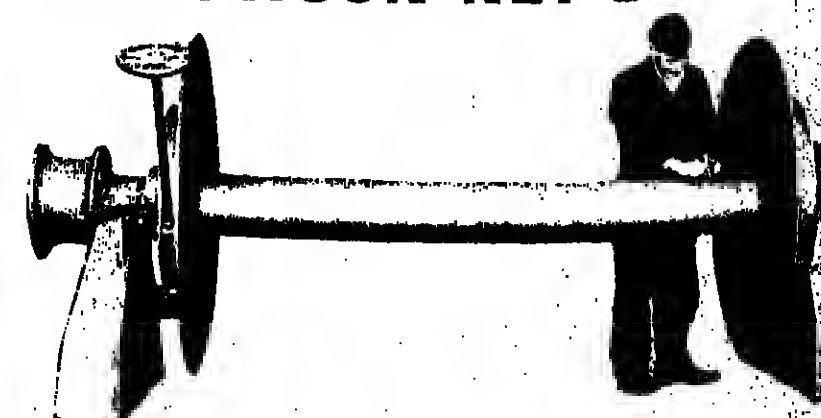
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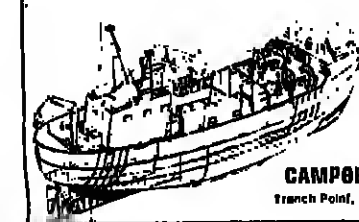
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